Idaho Transportation Department

Seal Coat Warranty Guide

US-95, Milepost 232. Looking north from Whitebird Hill
A desirable Seal Coat

March 2013

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Introduction

The Idaho Transportation Department (Department) uses seal coats for the dual purpose of pavement preservation and skid resistance.

The intent of the seal coat warranty is for the Contractor to warranty workmanship and materials against Contractor Obligation Defects (CODs) for the warranty period as outlined in this guide and in the contract.

Assessment Guidelines

As specified in the contract, the Engineer and the Contractor will meet at the project location and conduct a field review of the seal coating. Together the two parties will review and identify all CODs. The photographs from this guide may be used to determine CODs. The Engineer will consider small defects that are normal and are commonly expected in seal coating construction inconsequential.

The Engineer may require localized repair work or reconstruction of the entire seal coat depending on the type and extent of the CODs found.

The Engineer will use the following guidelines to assess and determine CODs:

1. If the total combined CODs area is between 1% to 5% of the entire project segment
2. If separate CODs areas total approximately 50 SY in a 0.1 section
3. If an individual CODs area is greater than 100 SY
4. If there are regularly occurring individual CODs
5. If a CODs is linear in nature, regardless of width (approximately 300 ft. or more)

Definitions.

Defect. Defects are the loss of asphalt or chips, or action simulating the loss of asphalt or chips, to diminish the effectiveness of the seal coat for pavement preservation or skid resistance outside reasonable expectations of the ITD and standard seal coating practice within Idaho.

Contractor Obligation Defects (CODs): These defects may be obvious or latent, immediate or time and weather related, and includes construction deficiencies, damage incurred during construction and defects not defined under Non-Contractor-Obligation Defects (NCODs). The

photos within this guide will assist to further define CODs. This guide should not be considered all-comprehensive and may not include examples of all situations.

Non Contractor Obligation Defects (NCODs): Damage to the seal coat beyond the control of the Contractor will not be covered by the warranty as described in 107.11-Contractors Responsibility for Work. These defects may be caused from maintenance patching newer than six months or for other reasons as determined by the Engineer. These areas must be identified in writing and approved prior to seal coating to be excluded from the CODs or determined to be NCODs by the Engineer at the time of the final review.

Illustration List of Acceptable Seal Coats, Typical Defects, Typical Damages and Inspector Guide

This section presents photographs in an attempt to pictorially describe situations that are expected and are un-acceptable (may be NCODs), situations that the Engineer may require warranty repair work.

Table of Illustrations

Longitudinal joints/Meet Line: Chip Loss

Longitudinal Joint: Unacceptable chip loss (CODs)

Longitudinal Joint: Unacceptable chip loss (CODs)

Longitudinal Joint: Unacceptable chip loss (CODs)

Longitudinal Joint: Acceptable chip loss

Transverse Joint: Chip loss at the end of the spread

Transverse joint: Unacceptable chip loss (CODS)

Transverse joint: Unacceptable chip loss (CODS)

Transverse Joint: Acceptable chip loss

Plugged Distributor Nozzle (snivie): Chip Loss

Plugged nozzle: Unacceptable chip loss (CODs

Plugged nozzle: Unacceptable chip loss (CODs)

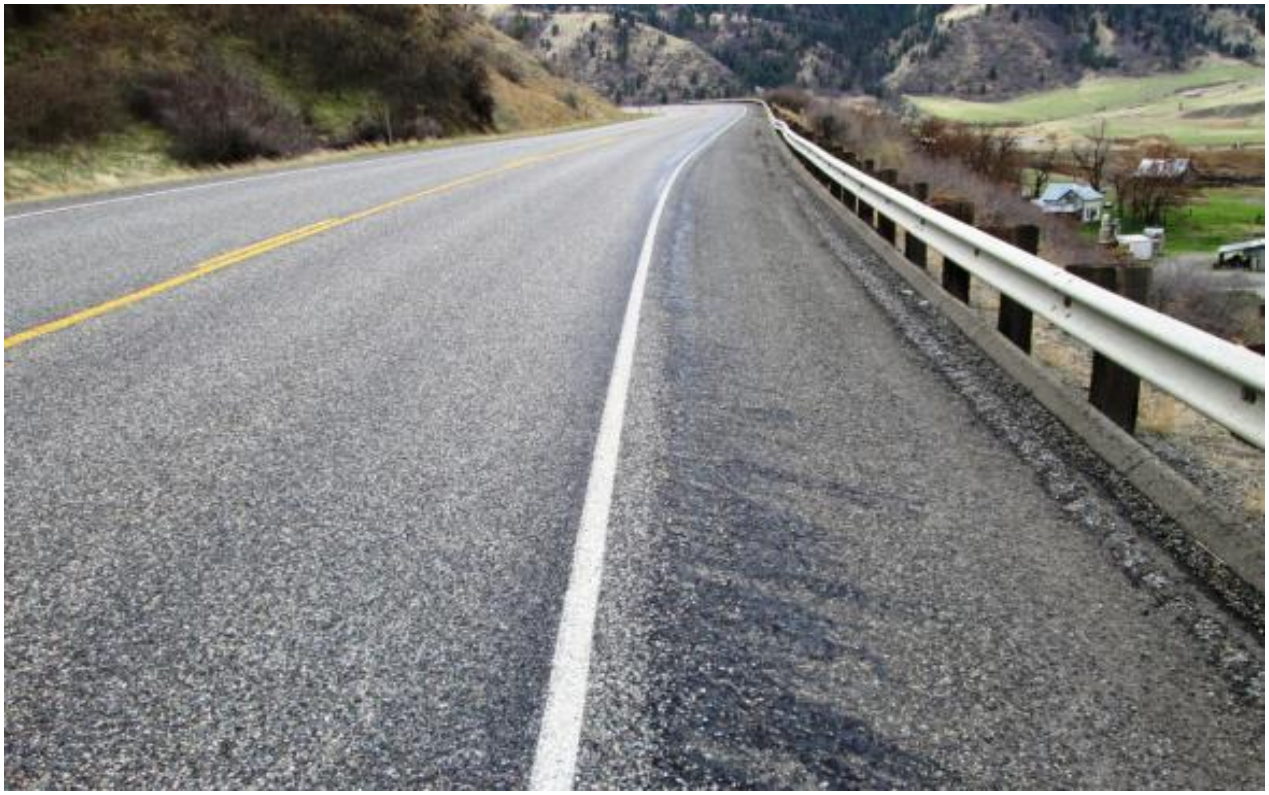
Plugged nozzle: Acceptable chip loss

Plugged nozzle: Acceptable repair

Over Wetting of Chips during Application: Chip Loss

Over wetting of chips: Unacceptable chip loss (CODs)

Over wetting of chips: Acceptable appearance



Chip Loss after Brooming

Brooming: Unacceptable chip loss (CODs)

Brooming: Unacceptable chip loss (CODs)

Bleeding/Flushed Surface

Bleeding/Flushing: Unacceptable surface (CODs)

Bleeding/Flushing: Unacceptable surface (CODs)

Bleeding/flushing: Acceptable repair

Tracking by Traffic

Tracking: Expected to minimize with time

Tracking: Acceptable appearance at the end of the warranty period

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Traffic: Various Conditions (CODs and NCODs)

Traffic: Chip rolling: Unacceptable surface (CODs)

Traffic: Chip loss from turning movements (CODS)

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Traffic: Chip loss from turning movements (CODS)

Traffic: Chip loss from turning movements (CODS)

Traffic: Skid marks (NCODs)

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Traffic: Skid marks (NCODs)

Traffic: Fuel spill or fire (NCODs)

Traffic: Tire chain damage (NCODs)

Traffic: Tire chain damage (NCODs)

Chip Loss from Snowplows

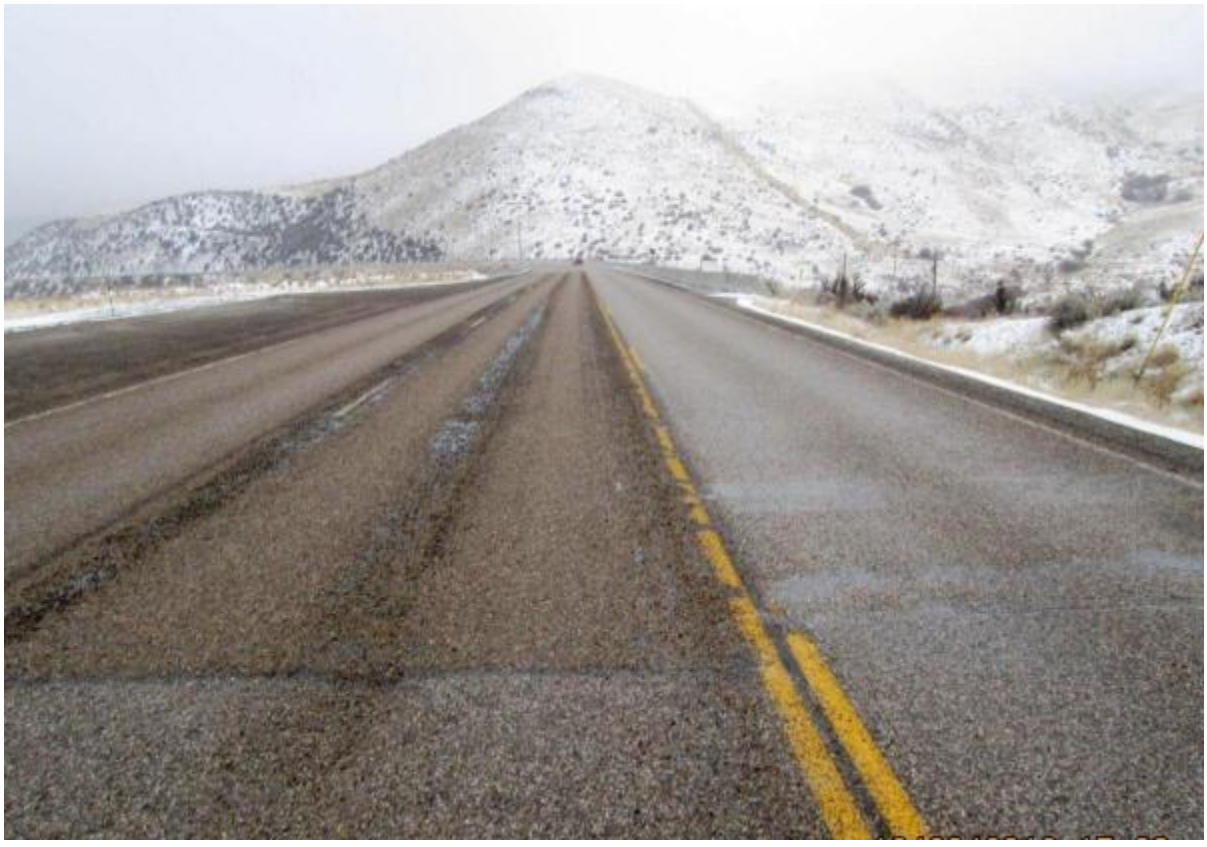
Snowplow: NCODs

Snowplow: NCODs

Seal Coat Design: Aggregate Sources and Roadway Conditions

Design: Unacceptable chip loss (CODs)

Design: Unacceptable chip loss (CODs)



Design: Unacceptable chip loss (CODs)

Design: Seal coating on newly paved asphalt pavement: Unacceptable chip loss

Weather Conditions

Weather: Constructed late in the season: Unacceptable chip loss (CODs)

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Weather: Rain and cool weather following construction: Unacceptable chip loss (CODs)

Location/Conditions of Seal Coat

Location: Shady/ high humidity areas: Unacceptable chip loss:

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Location: Shady/ high humidity areas: Accepatable chips loss

Maintenance Blade Patch Failures

Maintenance Patches: Must be documented and approved to be exempt (NCODs)

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DESIRED APPEARANCE AT THE END OF THE WARRANTY PERIOD

Desired appearance at the end of the warranty period

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